Amendments to the Claims

This listing of the claims will replace all prior versions, and listings, of the claims in the application.

Listing of the Claims:

Claims 1-10 (Cancelled)

11. (previously presented) A roof structure for a vehicle having a windshield frame, at least one rear-side convertible top compartment lid and a vehicle body, the roof structure comprising:

a rigid roof part arranged and constructed to be movable between an opened position and a closed position, wherein in the closed position, the roof part is arranged and constructed to extend between the windshield frame and the convertible top compartment lid and in the opened position, the roof part is arranged and constructed to be stored in a space underneath the convertible top compartment lid,

a linkage mechanism arranged and constructed to move the roof part between the closed position and the opened position, and

at least one guide device arranged and constructed to contact the roof part during one segment of the movement path between the opened position and the closed position, wherein the guide device includes at least one guide element arranged and constructed to be supported on the convertible top compartment lid or the vehicle body, the at least one guide element being arranged and constructed to contact and then move along a guide path defined on the roof part when the roof part is moving from its closed position to its opened position and thereby effect a directional change of the movement path of the roof part when the guide device arrives in contact with the roof part.

12. (previously presented) A roof structure according to claim 11, wherein the guide device comprises at least one roller.

13. (currently amended) A roof structure according to claim 12, wherein the guide device comprises a first roller and a second roller that respectively serve as first and second guide elements and are arranged and constructed to be supported on the convertible top compartment lid and the vehicle body, respectively, displaced from each other in a longitudinal direction of the vehicle, the first roller being arranged and constructed to effect a first directional change on the movement path of the roof part when ~~it~~ the roof part moves from the closed position into the opened position and the second roller being arranged and constructed to effect a second directional change on the movement path of the roof part when ~~it~~ the roof part moves from the closed position into the opened position.

14. (previously presented) A roof structure according to claim 13, wherein the movement path of the roof part between the closed position and the opened position comprises:

a first segment, in which the first and second rollers are not in contact with the roof part,

a second segment, in which the first roller is in contact with the guide path of the roof part, and

a third segment, in which the second roller is in contact with the guide path of the roof part and the first roller is not in contact with the guide path of the roof part.

15. (previously presented) A roof structure according to claim 14, wherein the guide path is defined by an ornamental strip mounted on the surface of the roof part.

16. (currently amended) A roof structure according to claim 15, wherein the linkage mechanism comprises:

a ~~rotatably-borne~~ connecting rod assembly, which is rotatably mountable on the vehicle body, having two connecting rods that are rotatable with respect to each other, wherein a first rotational axis of the connecting rods with respect to each other ~~and~~ extends essentially in parallel to a second rotational axis of the connecting rod assembly ~~extend essentially in parallel with respect~~ relative to the vehicle body, and

a biasing device biasing the connecting rods towards a predetermined first angular position with respect to each other, the connecting rod assembly being arranged and constructed to be movable against the biasing force of the biasing device into a second angular position when the at least one guide device contacts the roof part.

17. (previously presented) A roof structure according to claim 16, wherein the connecting rod assembly is arranged and constructed to be supported in a linearly displaceable manner with respect to the vehicle body.

18. (currently amended) A roof structure according to claim 17, ~~wherein the~~ further comprising a second linkage mechanism ~~includes a connecting rod~~ arranged and constructed to be connected with the convertible top compartment lid and the vehicle body, wherein the ~~connecting rod~~ second linkage mechanism is connected with the ~~guide device~~ second roller ~~such that the guide device effects a corresponding pivoting movement of the roof part during a closing movement of the convertible top compartment lid~~.

19. (previously presented) A roof structure according to claim 18, wherein the roof part is divided into a plurality of contiguous areas such that, by displacement of portions of the roof part with respect to each other, the width of the roof part is variable between a reduced width and a normal width, and wherein the roof part is arranged and constructed to be movable between its opened position and its closed position while in the reduced width configuration.

20. (previously presented) A roof structure according to claim 11, wherein the guide path is defined by an ornamental strip mounted on the surface of the roof part.

21. (currently amended) A roof structure according to claim 11, wherein the linkage mechanism comprises:

a ~~rotatably-borne~~ connecting rod assembly, which is rotatably mountable on the vehicle body, having two connecting rods that are rotatable with respect to each other, wherein a first rotational axis of the connecting rods with respect to each other ~~and~~ extends essentially in parallel to a second rotational axis of the connecting rod assembly ~~extend essentially in parallel with respect~~ relative to the vehicle body, and

a biasing device biasing the connecting rods towards a predetermined first angular position with respect to each other, the connecting rod assembly being arranged and constructed to be movable against the biasing force of the biasing device into a second angular position when the at least one guide device contacts the roof part.

22. (previously presented) A roof structure according to claim 21, wherein the connecting rod assembly is arranged and constructed to be supported in a linearly displaceable manner with respect to the vehicle body.

23. (currently amended) A roof structure according to claim 21, ~~wherein the~~ further comprising a second linkage mechanism ~~includes a connecting rod~~ arranged and constructed to be connected with the convertible top compartment lid and the vehicle body, wherein the ~~connecting rod~~ second linkage mechanism is connected with a second guide element of the guide device such that the second guide ~~device~~ element effects a ~~corresponding pivoting~~ second directional change of the movement path of the roof part during a closing movement of the convertible top compartment lid.

24. (previously presented) A roof structure according to claim 11, wherein the roof part is divided into a plurality of contiguous areas such that, by displacement of portions of the roof part with respect to each other, the width of the roof part is variable between a reduced width and a normal width, and wherein the roof part is arranged and constructed to be movable between its opened position and its closed position while in the reduced width configuration.

25. (previously presented) A vehicle comprising:

a vehicle body,

a windshield frame connected to the vehicle body,

at least one rear-side convertible top compartment lid pivotably coupled to the vehicle body,

a rigid roof part arranged and constructed to be movable between an opened position and a closed position, wherein in the closed position, the roof part extends between the windshield frame and the convertible top compartment lid and in the opened position, the roof part is storable in a space defined in the vehicle body underneath the convertible top compartment lid,

a linkage mechanism arranged and constructed to move the roof part between the closed position and the opened position, and

at least one guide device arranged and constructed to contact the roof part during one segment of the movement path between the opened position and the closed position, wherein the guide device includes at least one guide element supported on the convertible top compartment lid or the vehicle body, the at least one guide element being arranged and constructed to contact and then move along a guide path defined on the roof part when the roof part is moving from its closed position to its opened position and thereby effect a directional change of the movement path of the roof part when the guide device arrives in contact with the roof part.

26. (previously presented) A vehicle according to claim 25, wherein the guide device comprises at least one roller.

27. (currently amended) A vehicle according to claim 25, wherein the guide device comprises a first roller ~~and a second roller~~ supported on the convertible top compartment lid and a second roller supported on the vehicle body, the first roller being displaced from ~~each other~~ the second roller in a longitudinal direction of the vehicle, the first roller being arranged and constructed to effect a first directional change on the movement path of the roof part when ~~it~~ the roof part moves from the closed position into the opened position and the second roller being arranged and constructed to effect a second directional change on the movement path of the roof part when ~~it~~ the roof part moves from the closed position into the opened position.

28. (previously presented) A vehicle according to claim 27, wherein the movement path of the roof part between the closed position and the opened position comprises:

a first segment, in which the first and second rollers are not in contact with the roof part,

a second segment, in which the first roller is in contact with the guide path of the roof part, and

a third segment, in which the second roller is in contact with the guide path of the roof part and the first roller is not in contact with the guide path of the roof part.

29. (previously presented) A vehicle according to claim 25, wherein the guide path is defined by an ornamental strip mounted on the surface of the roof part.

30. (currently amended) A vehicle according to claim 25, wherein the linkage mechanism comprises:

a connecting rod assembly rotatably-borne on the vehicle body and having two connecting rods that are rotatable with respect to each other, wherein a first rotational axis of the connecting rods with respect to each other ~~and~~ extends essentially in parallel to a second rotational axis of the connecting rod assembly ~~extend essentially in parallel with respect~~ relative to the vehicle body, and

a biasing device biasing the connecting rods towards a predetermined first angular position with respect to each other, the connecting rod assembly being arranged and constructed to be movable against the biasing force of the biasing device into a second angular position when the at least one guide device contacts the roof part.

31. (previously presented) A vehicle according to claim 30, wherein the connecting rod assembly is supported with respect to the vehicle body in a linearly displaceable manner.

32. (currently amended) A vehicle according to claim 31, ~~wherein the~~ further comprising a second linkage mechanism ~~includes a connecting rod~~ coupled to the convertible top compartment lid and the vehicle body, wherein the ~~connecting rod~~ second linkage mechanism is connected with ~~the guide device~~ a second guide element such that the guide device effects a ~~corresponding pivoting~~ second directional change of the movement path of the roof part during a closing movement of the convertible top compartment lid.

33. (previously presented) A vehicle according to claim 25, wherein the roof part is divided into a plurality of contiguous areas such that, by displacement of portions of the roof part with respect to each other, the width of the roof part is variable between a reduced width and a normal width, and wherein the roof part is arranged and constructed to be movable between its opened position and its closed position while in the reduced width configuration.